

GREAT RAILROAD MAGNATES ARE SELF MADE MEN

Examination of the careers of the men who are now dictating from high places the policies of the great railway systems of the country shows that a sort of automatic civil service prevails, says the Detroit News-Tribune. They begin as laborers, they progress and mount till finally they are supreme. Marvin Hughitt, William H. Newman, Eben Briggs Thomas, Samuel McCrea, Darius Miller, James J. Hill, Frederick Underwood, W. H. Truesdale, Albert J. Earling, W. C. Brown, George B. Harris and E. H. Harriman are all conspicuous examples of railroad presidents who have mounted from lowly places. The article continues:

"A section hand inspects a piece of railroad track, proceeds to its repair. His work looks to be lowly, and while important to safety of riders on the lightning fast trains that will shoot over it, nevertheless it is a labor that anybody else could do.

"But it would be unsafe, even in the mind, to think lightly of this mechanic in the oil-stained jumper.

"He is the stuff of which the future presidents of the country's great railway systems are recruited.

"And if there is any disposition to doubt this general statement, enough instances can be offered to establish it indubitably.

"The greatest railroad and transportation man in the United States today is conceded to be James J. Hill. Mr. Hill was picked to speak at the Seattle exposition opening, because not only was it recognized that he deserved much from the gratitude of the people for what his roads have done to open up the country, but also because his name stood for supremacy along a line of special knowledge.

"Leaving his father's farm work, Hill worked in railroad offices at a meager salary. Schemes of transportation on a scale yet undreamed of came to him. But in his mind's eye as the plan unfolded it was not enough to know railroading alone. So he entered steamship offices at a small rate of remuneration and mastered that branch of the business.

"Then he emerged thoroughly equipped. He was ready to tackle the job of establishing railroad systems. He became president of the entire Great Northern system and of the Great Northern Securities company.

"It would take a section hand of some temerity to try to deceive President Samuel McCrea of the Pennsylvania railroad as to the way a piece of work should be done.

"Mr. McCrea started his connection with the road in that very position. He has held every place. He went gradually through all the executive berths and various vice presidencies until the death of A. J. Cassat, when he was elevated to the topmost place.

"Marvin Hughitt, president of the Chicago and Northwestern Railway, knows all the steps, too. He began as a telegraph operator. From this he was promoted to trainmaster. Gradually he made his way steadily, irresistibly.

"People down in the comparatively small town of Shreveport, La., probably never expected to see 'Bill' Newman president of the New York Central, for down there in the seventies he was only a station agent. But that process of civil service which seems to operate automatically in the railroad business brought him steadily up from obscurity. He served in various capacities until now as William H. Newman he is one of the foremost railroad men in the country.

"Eben Briggs Thomas was a coal weigher. But a knowledge of coal and coal problems was 'pretty' good preparation for a man who was destined to become president of a great coal moving railroad. Since 1902 he has held the place of supreme power over the Lehigh Valley.

"William H. Truesdale, president of the enormously wealthy Delaware, Lackawanna and Western railroad, was a freight-house clerk on the Rockford, Rock Island and St. Louis railway. Another telegraph clerk who made an impressive success of railroading was Albert J. Earling.

"J. T. Harahan, whom Mr. Harriman forced into the first place in the Illinois Central, was foreman of a construction gang on the Louisville & Nashville. Stuyvesant Fish entered the service of the Illinois Central as a clerk. Lucius Tuttle was 31 years working his way to the top. Darius Miller was at first a stenographer, then he served through various clerkships, until he became vice-president of the Chicago, Burlington and Quincy.

"W. C. Brown was a section hand, George B. Harris was paymaster's clerk and Edward H. Harriman started to study railroad stock problems in a broker's office.

RAILROAD NOTES—

Conductor Will C. Hart, wife and baby, got away yesterday for Caney, Kansas, on a visit of indefinite length. Engineer and Mrs. J. B. Reed are now occupying living rooms up stairs in the new Doll building on Center street.

Brakeman C. H. Trester, who has resigned his position here, left yesterday for Trinidad, thence going to Salt Lake City.

W. P. Garside, traveling freight and passenger agent for the Santa Fe, is in the city today from El Paso and Albuquerque.

H. C. Short, a general traveling auditor for the Santa Fe, passed through here for Albuquerque on No. 9 last evening.

Brakeman Gus Fugate left here yesterday afternoon for Denver, Chicago and intermediate points, accompanied by his wife.

J. A. Reeves, a train porter in Conductor J. F. Mulhern's passenger crew, is doing the sick act, his run being taken out by Charley Edwards.

Jerry Quinn, the passenger conductor, now occupies pleasant and commodious bachelor quarters in the John A. Ross building up stairs over the Boston clothing house.

Bobby Burns, who does a porter's stunt on Conductor Chas. H. Stevenson's passenger run on the north end, is off duty for the time being, his job being held down for him by Jay Knight.

Conductor W. M. Murphy, who has been running a train on the Texas & Pacific out of Big Springs, Texas, visited the paternal roof here and departed for Salt Lake City, where a sit is being kept warm for him.

Engineer L. P. Lyster and family departed for Canadian points on delayed No. 2 yesterday afternoon. They will be absent from Las Vegas several weeks and will travel over a large stretch of country while away.

Conductor J. B. Crane has charge of Conductor Upton Hays' passenger run and Brakeman John Bryant is a member of his crew, relieving Brakeman C. M. Dougherty till he returns from a fishing trip to Mora county waters.

While going to the scene of a wash-out on the western division of the El Paso & Southwestern, G. T. Wyatt, an employe of the road at Douglas, was killed by the overturning of four cars loaded with ballast which were being sent to the scene of the wash-out near Lewis Springs.

S. A. Connell, chief bonus clerk at the Santa Fe shops at Clovis, and who will persist in making good in

any position in which he is placed, will soon be joined at that new division point by his mother, brother and sister from Las Vegas. With his wife and that new baby, besides, he will have a right smart household bearing the family name.

It is reported that the Wells-Fargo Express company will take charge of the express business on the National lines of Mexico, September 1. The company has charge of all other roads in Mexico except the National lines, which are under the management of the government.

J. P. Naah has been appointed terminal trainmaster at El Paso vice C. E. Hollingsworth, who has been acting in the capacity since the promotion of W. E. McGraw to trainmaster on the eastern division of the system. The new terminal trainmaster has been in the service of the road a number of years, being employed on the western division.

Harry Wilson, who formerly fired Santa Fe engines out of Las Vegas, subsequently being night engineer at the power house of the electric light company, leaving here last fall, is said to have lost a limb in a railroad accident recently on the Mobile & Ohio road. There are no particulars at hand other than that he was running an engine when the mishap befell him.

Quite a number of railroad men who had paid their road tax in Albuquerque and have receipts to show for it, had \$3 deducted from their pay checks this month just the same as if the men were delinquent in the payment of this requirement by law. However, the double payment will not stand. All that is necessary to do is to show receipts to the proper authorities and get back the over-payment.

A bad wreck on the Hebron branch of the Santa Fe railway, last Saturday, called out the wrecking crews from both Raton and Las Vegas. There were about thirteen cars, an engine and caboose off the track and the wreckers worked all Saturday night and until late Monday when the wreck was cleaned up sufficiently to allow trains to pass. It is supposed the wreck was caused by a loose rail.

"The Gunnison tunnel is done" is the heading of a new folder that has just been issued by the Rio Grande railroad. It is one of the most unique folders yet published in Colorado. In the immediate foreground is shown the portal of the tunnel with the water running through and by the side Uncle Sam is standing with pick and hammer in his hand and wiping the sweat from his forehead with a red bandana handkerchief.

The United States civil service commission announces an examination on September 22, 1909, at all postoffices where city letter carriers are employed in Nevada and Arizona, to secure eligibles from which to make certification to fill vacancies as they may occur in the position of railway mail clerk in the state and territory mentioned, unless it shall be decided in the interests of the service to fill the vacancy by reinstatement, transfer, or promotion. The examination will consist of questions in spelling, arithmetic, letter writing, penmanship, copying, geography, reading addresses, and systems of railway transportation. The age limit is 18 to 35. The minimum height requirement of applicants has been reduced from 5 feet 8 inches to 5 feet 5 inches, exclusive of boots and shoes; and the minimum weight requirement has been lowered from 135 to 130 pounds in ordinary clothing, without overcoat and hat.

Intense Colicky Pains Relieved. "For some years I suffered from intense colicky pains which would come on at times and from which I could find no relief," says I. S. Mason, of Beaver Dam, Ky. "Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended to me by a friend. After taking a few doses of the remedy I was entirely relieved. That was four years ago and there has been no return of the symptoms since that time." This remedy is for sale by all dealers.

Every additional friend a woman has gives her more to talk about.

Take Notice. All persons are recommended to take Foley's Kidney Remedy for backache, rheumatism and kidney and bladder trouble. It will quickly correct irregularities, which, if neglected, may develop into a serious illness. It will restore health and strength. Do not neglect signs of kidney or bladder trouble and risk Bright's disease or diabetes. O. G. Schaefer and Red Cross Drug Co.

A little knowledge is a dangerous thing if it swells a man's head.

Baby Morphine Fiends are made by all soothing syrups and baby medicines that contain opium and narcotics. McGee's Baby Elix contains no injurious or narcotic drugs of any kind. A sure and safe cure for disordered stomachs, bowels and fretfulness—splendid for teething infants. Sold by Center Block Depot Drug Co.

PRESIDENT TO OPEN GUNNISON TUNNEL

Montrose, Colo., Aug. 18.—The great Gunnison tunnel, the first project undertaken by the United States reclamation service, work on which has been progressing steadily for four and one-half years, is now completed, and on September 23rd President Taft will visit the Uncompahgre valley and personally open the gates of the tunnel, turning the flow of the Gunnison river into the magnificently constructed bore, main and distributing canals of this enormous project, which will irrigate 150,000 acres of choicest land now semi-arid.

The Gunnison tunnel is located in Montrose county, in the Uncompahgre valley, in Colorado. The two gangs of men boring the tunnel met at 5:45 p. m., July 6th, 1909, at a point 10,812 feet from the intake on the Gunnison river.

The tunnel is 30,000 feet (six miles) long, 11x13 feet inside measurement, and lined throughout with cement. The main canal is thirty feet wide at the bottom, eighty-three feet wide at the top, and the average depth of water is ten feet. The capacity is 1,300 cubic feet of water per second.

The cost of the tunnel and distributing canals when completed will be over \$5,000,000 and perpetual water rights will be sold to actual settlers at approximately \$35 per acre, being based upon the actual cost of the tunnel. Ten years' time

will be allowed for payment, without interest.

The lands to be irrigated are suitable for fruit growing and the raising of all kinds of farm crops. The water, after it leaves the tunnel, will have 327 feet fall, which can be used to generate electric power sufficient to light every town and every farmhouse in the Uncompahgre valley and provide power for all kinds of commercial and industrial purposes.

The lands under this project will afford homes for all time to come for a population of at least 25,000 American citizens. Already there are three modern, enterprising and progressive towns, viz., Montrose, Olathe and Delta, located in the valley, and with the development of this vast area other towns will undoubtedly come into existence to meet the requirements of the rapidly-growing population.

'Twas a Glorious Victory.

There's rejoicing in Fedora, Tenn. A man's life has been saved, and now Dr. King's New Discovery is the talk of the town for curing C. V. Pepper of deadly lung hemorrhages. "I could not work nor get about," he writes, "and the doctor did me no good, but, after using Dr. King's New Discovery three weeks, I feel like a new man, and can do good work again." For weak, sore or diseased lungs, coughs and colds, hemorrhages, hay fever, la grippe, asthma or any bronchial affection it stands unrivaled. Price 50c and \$1.00. Trial bottle free. Sold and guaranteed by all druggists.

The average man would rather play the fool at something anybody else could do better than do what he really can.

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The People's Common Sense Medical Adviser, in Plain English, or Medicine Simplified, by R. V. Pierce, M. D., Chief Consulting Physician to the Invalids' Hotel and Surgical Institute at Buffalo, a book of 1008 large pages and over 700 illustrations, in strong paper covers, to any one sending 21 one-cent stamps to cover cost of mailing only, or, in French Cloth binding for 31 stamps. Over 680,000 copies of this complete Family Doctor Book were sold in cloth binding at regular price of \$1.50. Afterwards, one and a half million copies were given away as above. A new, up-to-date revised edition is now ready for mailing. Better send NOW, before all are gone. Address Women's Dispensary Medical Association, R. V. Pierce, M. D., President, Buffalo, N. Y.

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School Necessities For BOYS and GIRLS

Boys' Waits and Pants

We have a good variety of Blouses and Shirt Waists, in plain and pleated effects, collars attached and detached, cuffs attached, dark and light colors, splendid values at \$1.00 each, for this sale... 79c

Boys' Knee Pants in a large and varied assortment all shades and colors, well fitting and very serviceable, regular 85c values, for this sale... 69c

A lot of Odds and Ends in Boys' knee pants, all good, desirable merchandise, good colors and styles, worth from 75c to \$1.00 per pair, choice this sale 33c

A lot of Windsor Ties in light and dark effects, plain and fancy, the regular 35c grade, for... 19c

We carry a large line of Boys' two-piece wash Suits in a variety of materials and styles ranging in price from 75c to... \$2.50

We also have a complete line of Boys' Hats in all popular colors and shapes.

Children's Dresses

In a large and varied assortment of styles and colors. These garments are well and neatly made from good materials, cost no more than the material alone would cost and saves a lot of work and trouble in making.

Little Girls Dresses, made from Percale, Gingham and Linen, trimmed with bias bands, piping, braid and buttons—Buster Brown style, variety of colors; ages 5 and 6 years for

65c to \$3.00
Misses' Dresses made from Percale, Gingham and Linen, neatly trimmed in braid, piping, bias bands and buttons, nice assortment of colors; ages 8, 10, 12, to 14 years, for 75c to \$3.50



The Famous CADET HOSE

is the best Hose made for Children. Made from the best cotton, with pure linen heel-toe and knee, it has no equal in wearing qualities. Perfect fitting, strong and elastic. Heavy, medium and light weight.

25c Pair

Ribbed Silk Lisle Hose in black and tan, double heel and toe, very neat and serviceable, an excellent hose for girls... 25c

Seamless ribbed Hose, black only, sole, heel and toe three ply, per pair... 15c

WEARBETTER Combination Suits

are just what you want for the Boy who gives his clothes hard wear. Made in first class shape from the best materials, with two pair of pants with double knees, they will stand that hard wear to which they are subjected by the average boy in school. Warranted not to rip.

Four button double breasted Suit, in black and grey mixtures and novelty mixtures, worth \$5.50, this sale only... \$4.45

Two button all wool double breasted Worstedsuit in tan mixture, worth \$7.00 for... \$5.50

All wool Norfolk Suits in green mixtures and brown stripes, worth \$4.50 and \$5.00... \$3.50

All wool Norfolk Suits in fancy mixtures—dark patterns, worth \$5.00, this sale... \$4.00



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College Courses (four years) in Agriculture, Mechanical, Electrical and Civil Engineering, Household Economics, Commerce and General Science. Requirements for entrance and graduation the same as in the best colleges and technical schools.

Preparatory Course (four years) equal to best city high schools. Industrial Courses (four years) in Agriculture, Practical Mechanics, Business and Domestic Science, for boys and girls who do not expect to take a college course. Open to students who have completed the eighth grade in the common schools.

Stenography and Spanish Stenography (one or two years).
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